

CLAIMS

1. Method for the control of a drive train, in particular for working machines such as wheel loaders and floor-level conveyor vehicles, with a drive engine (1) which, via a hydrodynamic torque converter (4), drives a reversing transmission (13) for powering the propulsion drive in one driving direction for moving forward and one driving direction for moving in reverse, such that when the driving direction is changed a first driving direction clutch is actuated in the closing direction and a second driving direction clutch is actuated in the opening direction, characterized in that a clutch (2) that connects the hydrodynamic torque converter (4) to the drive engine (1) is partially actuated in the opening direction during the driving direction change.

2. Method for the control of a drive train according to claim 1, characterized in that the speed of the drive engine (1) is not reduced during the driving direction change.

3. Method for the control of a drive train according to claim 1, characterized in that a time taken to change the driving direction can be varied by regulated or controlled actuation of the clutch (2).

4. Method for the control of a drive train according to claim 3, characterized in that a determined deceleration gradient or acceleration gradient is compared with a preselected deceleration or acceleration gradient, and the clutch is regulated in such manner that the determined value approximates the preselected value.

5. Method for the control of a drive train according to claim 1, characterized in that the clutch (2) is regulated so that the driving direction clutches or the hydrodynamic torque converter (4) are operated within acceptable operating parameters.

6. Drive train, in particular for working machines such as wheel loaders and floor-level conveyor vehicles, with a drive engine (1) which, via a hydrodynamic torque converter (4), drives a reversing transmission (13) for powering the propulsion drive in one driving direction for moving forward and one

driving direction for moving in reverse, such that when the driving direction is changed a first driving direction clutch is actuated in the closing direction and a second driving direction clutch is actuated in the opening direction, characterized in that a clutch (2) that connects the hydrodynamic torque converter (4) to the drive engine (1) is partially actuated in the opening direction during the driving direction change: